ALTERNATE CRITERIA FOR DIVISIONS 1 & 4 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. *Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria*. **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Economic Competitiveness = 10%** • Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 100%**	N/A	N/A
Regional Impact	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. *Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria* **Congestion = 15%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Safety = 15%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Lane Width = 10%** • Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded. **Shoulder Width = 10%** • Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded. **Total = 70%**	**15%**	**15%**
Division Needs	**[Travel Time] Benefit/Cost = 10%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. *Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria.* **Congestion = 10%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Lane Width = 10%** • Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded. **Shoulder Width = 10%** • Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded. **Total = 50%**	**25%**	**25%**

ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. *Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria*. **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Economic Competitiveness = 10%** • Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 100%**	N/A	N/A
Regional Impact	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. *Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria* **Safety = 25%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 25%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 70%**	**15%**	**15%**
Division Needs	**Congestion = 20%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Safety = 20%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 10%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 50%**	**25%**	**25%**